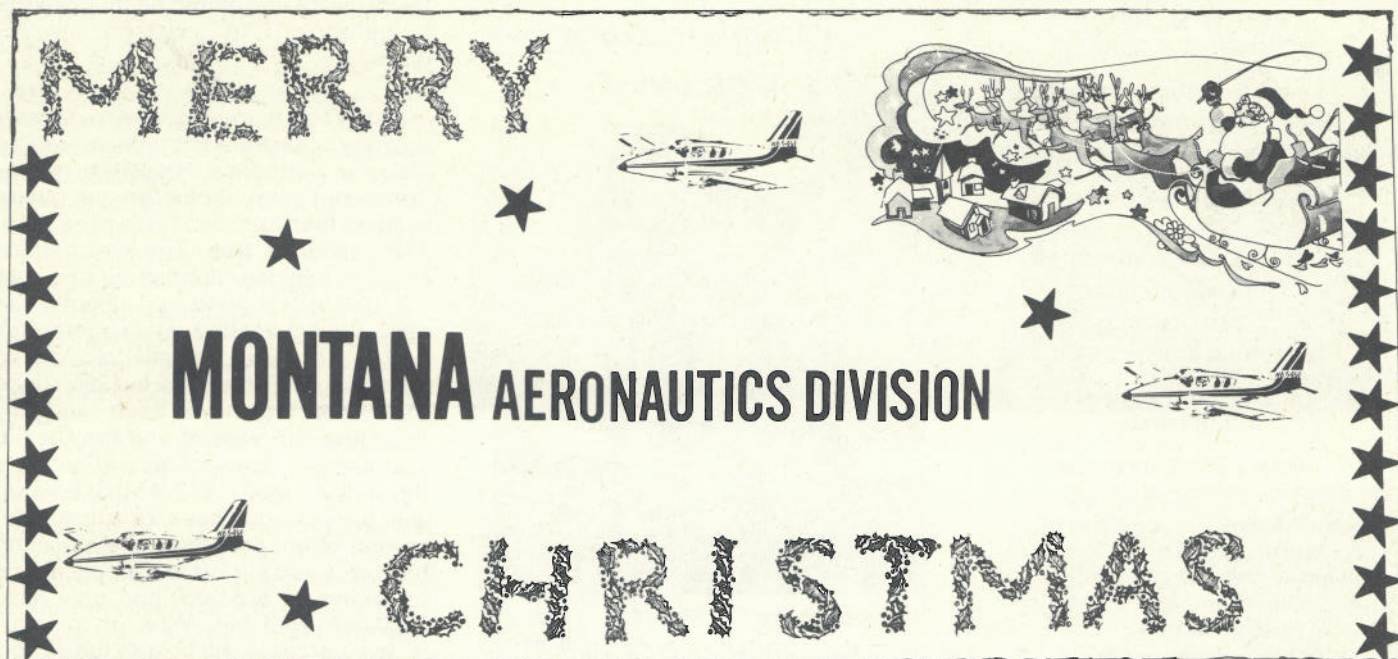




VOL. 27, NO. 12

MONTANA AND THE SKY

DECEMBER, 1976

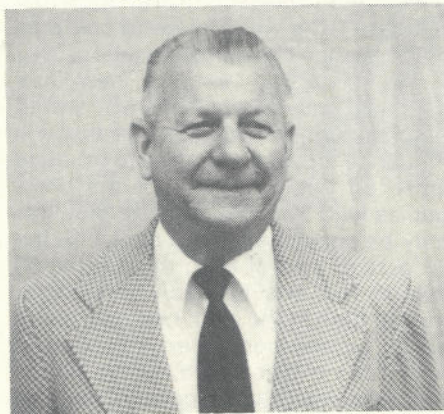
AIRCRAFT REGISTRATION

Aircraft registration begins January 1 and the final date for registration is February 1. All aircraft must be assessed and either the taxes paid and the county treasurer's signature affixed to the form, or, if you have historically paid your aircraft taxes as a lien on real property, you may continue to do so, secure the signature of the county assessor in the appropriate box on the form and mail it to this office with the \$2.00 registration fee before February 1. Late registrations must be accompanied by a \$100.00 penalty in addition to the registration fee.

If you own an aircraft and have not received your aircraft registration form, contact this office at P. O. Box 5178, Helena, Montana 59601, or call (406) 449-2506 and we will mail you a form by return mail.

Even though the present law (HB121) is extremely controversial, it is still the law and we are required to abide by it. We will be introducing an amendment to HB 121 in the 1977 Legislature and solicit your comments and/or suggestions. You will find a copy of the bill and our proposed amendments elsewhere in this publication.

NEW GADO CHIEF AT HELENA



Effective September 27 Charles Don Wright replaced Lester Severance as Chief of the Helena General Aviation District Office, FAA.

Mr. Wright came from the Milwaukee GADO where he worked approximately ten years as Chief of Maintenance, and prior to that was Maintenance Inspector at the Billings GADO for six years, following a tour of duty with GADO at Portland, Oregon.

Before entering the FAA, Mr. Wright was a fixed base operator at Gallatin Field. He holds all airman certificates except the air transport rating.

Mr. Wright is married, and has five married sons and daughters, two living in Montana, two in North Dakota and one in Wyoming.

NORDAIR AVIATION

In September of 1975, Ed Nordgren completed construction of a beautiful new hangar and opened his new aircraft maintenance facility at the Dillon Airport.

Nordair Aviation is a single and light twin engine repair facility which offers annual inspections, fabric recovering, engine work, antique aircraft restoration and painting. They also buy, sell and trade used aircraft and parts.

Edward C. Nordgren is the owner-operator of Nordair Aviation. Ed is a licensed airframe and powerplant mechanic with Inspection Authorization and a commercial pilot. He has worked as an aircraft mechanic since 1949.



Edward C. Nordgren,
Owner/Operator of Nordair Aviation.

**DEPARTMENT OF
COMMUNITY AFFAIRS**

Thomas L. Judge, Governor
Judith H. Carlson, Director
Martin T. Mangan, Deputy Director

Official Monthly Publication
of the

AERONAUTICS DIVISION

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Helena, Montana 59601

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Administrator

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THURBER'S HELENA

**FLIGHT SERVICE
STATIONS**

OCTOBER, 1976

	Total A/C	Flight Plans	Radio	Pilot	Airport
Contact	Orig.	Contacts	Briefs	Advis.	
Billings	1947	1096	2058	2842	
Bozeman	2586	390	1551	850	2283
Butte	2248	287	5171	656	2010
Cut Bank	1020	195	1253	314	529
Gt. Falls	1496	2035	1726	1889	
Lewistown	1464	189	1908	779	1121
Livingston	836	237	1103	759	482
Miles City	2715	819	4506	1969	1352
Missoula	1818	842	2362	2146	155

**GLASGOW
AIR FORCE BASE
CLOSED**

Notice has been received that the air
base at Glasgow is now closed and off
limits to all air traffic.

**Administrator's
Column**



Although we in Montana have not
suffered from the unavailability of 80
octane avgas, it appears at this time
that the FAA and NTSB are urging
deregulation of avgas in order to pave
the way for more production of 80
octane. The Federal Engineering Ad-
ministration will decontrol aviation fuel
so that FBO's will be free to pump as
much as they can sell. In addition, they
will be allowed to find new fuel
suppliers, most likely those who would
offer 80 octane. It is felt that this will
influence the oil companies to produce
more 80 octane. Some of the com-
panies who have switched to blue gas
may be convinced to get back into the
80 octane market even though the 80
octane fuel will probably cost more
money than in the past. I for one, being
an 80 octane consumer, am pleased
with this move as I have always felt the
blue gas was harder on my Bonanza
engine.

I am disappointed to learn that Mon-
tana was not chosen as one of the
demonstration states to administer
general aviation ADAP funds. The four
states chosen were South Dakota,
Arizona, Pennsylvania and Michigan.
We, along with 19 other states, made
application under provisions of the
new ADAP bill; and had Montana been
one of the chosen states we would have
been allocated \$893,191 for general
aviation construction projects
throughout the state.

The purpose of this demonstration
program is to determine if, in fact, the
states, can more effectively administer

the projects and eliminate much of the
burdensome FAA red tape now re-
quired.

I have had many inquiries regarding
the rumor that the Aeronautics Division
plans to introduce legislation to in-
crease our present one cent per gallon
aviation fuel tax to two cents per gallon.
This rumor is true. The Aeronautics
Division has been funded by one cent
per gallon tax since our inception in
1946. We could still sustain operations
had it not been for the closure of
Glasgow Air Force Base in 1968. Since
that time we have been annually
depleting our reserves and can sustain
our present level of operation only
through June 30, 1979. At that time we
will have to cut back drastically on
several of our programs. We presently
have received airport loan applications
in excess of \$260,000 and only have
\$150,000 available. Most of the pro-
jected increases will go into the airport
and airways loan and grant program.

I know it sounds like the same old
story that we are so fed up with today:
you know—more taxes. However, I feel
that the Montana Aeronautics has
sustained operations for more years
than any other governmental agency
without an increase and we would not
be seeking this increase unless it was
absolutely necessary and justifiable.

I would like to welcome two new FAA
officials recently transferred to the
Helena GADO office. I should not say
new, as both Don Wright, Chief of the
Helena General Aviation District Of-
fice, and Jack Van De Riet, Accident
Prevention Specialist, are previously
from Montana. It will be like old times
working with Don again as we are old
friends and worked together for several
years in Billings when Don was with
that GADO office.

Good luck to both Don and Jack in
their new assignments.

The Aeronautics Division is planning
to submit an amendment to HB 121 in
the 1977 Legislature. We are printing
HB 121, along with the proposed
amendments, in its entirety elsewhere
in this issue. I would like to urge you to
read this and if you have any comments
please let me hear from you as soon as
possible.

According to a recent FAA news
release, general aviation pilots are

making increased use of flight service facilities on cross country flights. The results of a study indicate a 7% increase over the figure recorded in a 1972 survey. I feel these figures indicate an increased need for continued operation of our flight service facilities and contradict FAA's determination to close or remote these facilities.

* * * * *

I attended the FAA FAR Part 135 Regulatory Review Conference held in Denver November 8-12. The purpose of this conference was to bring together industry and FAA people to review the proposed changes in Part 135 Air Taxi Rules.

Although I feel that Part 135 does need some regulatory change and agree with some of the proposals presented, the FAA is missing the most important factor in that they are not responding to the necessity of tailoring a new FAR applicable to commuter air carriers. I am afraid that the changes, as proposed, will result in a hodgepodge of intermingling commuter airlines and air taxi rules.

There were over 350 air taxi operators present at the conference and I am confident that the FAA will respond to the many recommendations presented by the commuter and air taxi operators.

* * * * *

In closing, I would like to wish you all a joyous holiday season. I am looking forward to working with you and would like to solicit your involvement in the Aeronautics activities during this coming year.

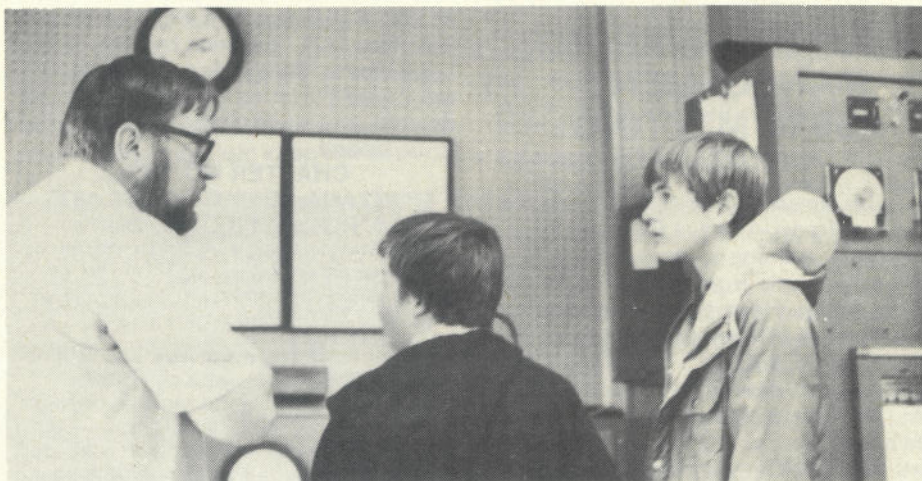
CAREER AWARENESS PROGRAM

By: **Sam Griggs**, Supervisor

Two students from the Helena Junior High School aviation class were invited to spend the afternoon at the Aeronautics Division. Don Gies and Douglas Bawden were introduced around the office, and informed of the duties performed by the various bureaus. They also were given a tour of other facilities on the field: Flight Service Station, Tower, Weather Bureau, Crash Fire Rescue Building, and respective specialists at each place described their activities. The tour was terminated with a short flight over the town. An enthusiastic response was received from Don Johnson, class teacher.



Sam Griggs and students visiting the Helena Tower.



Paul Rank, Meteorologist, National Weather Service, explaining the operations to students Don Gies and Douglas Bawden.



Will Mavis, Tower Chief, FAA, and Pat Kennedy, Tower Operator, with students.



New Officers: Dave Kneedler, Secretary-Treasurer; Bill Utter, President; Dale Norby, Vice President; Hugh Kelleher, Executive Secretary, MAMA.

MONTANA AIRPORT MANAGEMENT ASS'N. MEETING

By: David C. Kneedler, Chief
Airport/Airways Bureau

Airport managers, government and industry people from around the state gathered in Helena on December 2 and 3 for the 17th annual meeting of the Montana Airport Management Association. Also in attendance was Mr. Max Bard, Chief of the Airports Division, Rocky Mountain Region of the FAA in Denver. Many topics of interest were discussed including compatible land use planning, terminal building eligibility, snow removal equipment, engineer/sponsor relationship, update on ADAP, general aviation access to terminal buildings, update of the Montana State Airport System Plan, etc. Considerable discussion centered around legislative proposals of interest to the association such as the Aeronautics Division's planned request for a one cent per gallon fuel tax increase, airport land use zoning, and taxation of airport property.

Officers elected for the coming year include Bill Utter, Great Falls Airport manager, President; Dale Norby, Acting Airport Manager, Billings, Vice President; Dave Kneedler, Secretary Treasurer; and Directors: Tom Page, Airport Manager at Missoula; Art Korn, Airport Manager, Butte; and Ted Mathis, Airport Manager, West Yellowstone. Hugh R. Kelleher remains as Executive Secretary of the organization.

NOTE: Following is a copy of House Bill No. 121 passed by the 1975 Legislature. Suggested amendments are noted by lining out material to be deleted and underlining new material to be added.

CHAPTER NO. 542 MONTANA SESSION LAWS 1975 HOUSE BILL NO. 21

AN ACT REQUIRING THE REGISTRATION OF CERTAIN AIRCRAFT.
BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

Section 1. There is a new R.C.M. section numbered 1-325 that reads as follows:

1-325. Aircraft must be registered—situs for registration. (1) Aircraft customarily kept in this state shall be registered with the department of intergovernmental relations, community affairs, aeronautics division, which may charge a fee therefor of not more than ten dollars (\$10). The registration shall be renewed annually on or before February March 1 each year. This act shall not apply to:

(a) aircraft owned and operated by the federal government, ~~the state~~, or any political subdivision thereof;

(b) aircraft owned and held by an aircraft dealer solely for the purpose of resale;

(c) aircraft operated by ~~an~~ a CAB certificated airline company and regularly scheduled for the primary purpose of carrying persons or property for hire in interstate or international transportation;

(d) dismantled or otherwise non flyable aircraft.

(2) An aircraft shall be registered as property within a particular county of the state. This county shall be the county of the owner's principal residence, if the owner is a natural person, or the owner's principal place of doing business in the state, if the owner is not a natural person. However, if the owner declares by affidavit that the aircraft is customarily kept at a landing facility in another county within the state, he may register the aircraft as property within such other county. All aircraft shall be

subject to all state, county and school district tax levies and all other levies designated for aircraft or airport related uses. Such aircraft shall not be liable for other city tax levies.

(3) Aircraft not customarily kept in the state, but entering the state to engage in commercial operations shall be registered prior to commencing operation.

Section 2. There is a new R.C.M. section numbered 1-326 that reads as follows:

1-326. Penalty for late registration, evasion, or false registration statement. (1) When an aircraft required to be registered under the provisions of this act is not registered on or before February March 1 of the current calendar year, a penalty fee of one hundred dollars (\$100) shall be added to the registration fee and collected. Registration of an aircraft in the name of the applicant for the year immediately preceding the year for which application for registration is made shall be prima facie evidence that the aircraft has been based in this state during the year for which application for registration is made.

(2) An application for registration shall be accompanied by a copy of the receipt, or statement of personal property tax paid, issued signed by the treasurer of the county where the aircraft is registered, or a statement of lien assignment against real property signed by the county assessor where the aircraft is registered. A person who pays personal property tax on his aircraft to any jurisdiction other than the county where the aircraft is required to be registered is liable for the tax in that county without credit for such other taxes paid. In addition to this civil liability, a person who attempts to establish the situs of his aircraft in any jurisdiction other than the county where the aircraft is required to be registered with intent to avoid payment of taxes to that county commits the offense of false swearing as defined in section 94-7-203.

(3) A person who operates an aircraft required to be registered in the state without have ~~in~~ displayed on such aircraft a certificate of registration issued by the department of intergovernmental relations community affairs, aeronautics division, for that aircraft, commits a misdemeanor.

Section 3. There is a new R.C.M. section numbered 84-4218 that reads as follows:

84-4218. Prorated taxes. A person who acquires an aircraft required to be registered under section 1-325 after February March 1 in any year shall register the aircraft within thirty (30) days of acquiring it. The county treasurer shall prorate the personal property tax due on the aircraft for the remaining portion of the year in the manner provided for proration of motor vehicle taxes.

BAKER AIRPORT NOTE

Pilots in the Baker area can contact the Miles City Flight Service Station on Enterprise 813.

PROBLEMS AROUND MONTANA AIRPORTS

By: **Todd Wirthlin**, Airport Planner

We all know an airport is a long term investment by a community. Yet, this fact was not a point of citizen concern soon enough to save many airports. Throughout the United States can be found many airports that have been forced to shut down or severely restrict operations because communities were developed around the airport and under the approach and take-off zones.

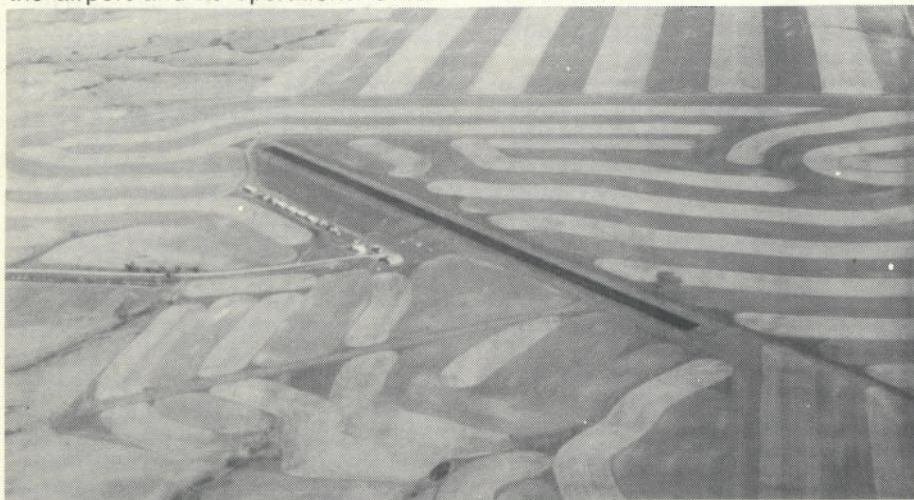
Where Montana communities have already started to encroach, the factors associated with aircraft operations in the airport influence area must be addressed very critically. In 1973 a Butte family successfully received \$15,400 for a noise pollution suit. Now in 1976 more are in process of court action. With communities tending to gravitate towards the airport like Butte, other factors pose very real hazards to the airport and its operations. Urban

development which includes residential areas and obstructions to navigational safety as paramount concerns.

Thus, land use planning, including height zoning around airports, is vital to provide for compatible development as well as preventing hazards to both the public and the airport. Land use planning around airports and the planning of airports also, should be carefully integrated into a comprehensive plan for the county as well as the community, whether it be a town or a large city.

An example of possible encroachment to Montana airports is shown in the accompanying photos. Plentywood shows all agricultural use, while Baker has residential use below and future development to the left of the airport.

These are your airports in Montana. Support the needs of your community by voicing your views of land use around airports. Help keep the airports in full use.



Plentywood Airport



Baker Airport

CENTERLINE

By: **Jim White**, Chief
Air Transportation Bureau
BIENNIAL FLIGHT REVIEW

A reminder that it is mandatory for all pilots to undergo a flight review no later than two years since last reviewed. In November 1974, FAR Part 61.57 was revised to include a requirement that no person may act as pilot in command unless he accomplishes a flight review given by a CFI every two years and the person's logbook be endorsed by CFI to prove the review was taken. The absence of a current, logged flight review may void the pilot's insurance. The FAA has accepted Flight Review Guidelines that industry associations have developed for standardized conduct of the review. These guidelines are available from such organizations as AOPA, EAA, GAMA, National Association of Flight Instructors, and NATA.

SIMULATED ENGINE FAILURES

The National Transportation Safety Board has urgently recommended that the FAA advise all flight instructors through flight instructor clinics and aviation associations to eliminate engine shutdowns as a technique for simulating engine-out emergencies at low altitudes. Simulated engine failures should be done by a reduction in power and not by closing the mixture control. The NTSB said that its investigation into a light twin training accident "disclosed that there are flight instructors who use the mixture control to shut down an engine in order to test an applicant's ability to identify a failed engine. When this procedure is used the airplane may not be at a proper position to overcome possible error in judgment or technique on the part of the applicant."

This and numerous other spin accidents in twin engine airplanes caused by attempting flight at less than the single engine stalling or engine-out minimum control speed emphasize the need for increased pilot awareness of single engine operating limitations and the consequent loss of control which almost always results when such limitations are exceeded. Approximately seventy-five spin accidents involving general aviation twin engine airplanes have occurred from 1968 through 1974. The flight purpose associated with about one-third of these accidents was instructional, and it is likely that most of such occurrences were related to practice and

demonstration of one or more single engine emergency procedures. Another third were preceded by an actual engine failure or malfunction.

While preparing for a multi-engine rating, both student and instructor pilot should be extremely aware of the single engine performance capabilities of their particular airplane and any limitations imposed by equipment or environment. This should include a discussion of the effects of certain related factors, such as density altitude and airplane configuration, and a summary of the significant flight characteristics and hazards which result when high-performance multi-engine airplanes are flown at or below their single engine stalling or engine-out minimum control speeds.

ACCIDENT PREVENTION SPECIALIST HELENA GADO



Jack W. Van De Riet has joined the staff of the General Aviation District Office in Helena, moving from Boise, Idaho where he has served in that capacity for the past six years. Prior to that he was Operations Inspector at Denver, Colorado and then Casper, Wyoming. He has been with the FAA for 20 years.

Mr. Van De Riet served with the Air Force for ten years. He holds commercial, instrument and instructor ratings.

He is married and both he and his wife were originally from Choteau, Montana. They have two children, one in college and one married.



Andre Morris, Owner of the Dillon Flying Service with the company's Cessna 206.

DILLON FLYING SERVICE

Dillon Flying Service is located in the airport terminal building at the Dillon Airport. They offer such services as VA and FAA approved flight instruction, 80 and 100 octane avgas, charter, air ambulance and crop spraying.

J. Andre Morris is the owner-operator of the Dillon Flying Service. It's a family operation with Mrs. Morris taking care of the office and son Lyle working as a flight instructor. Andy holds a commercial pilot certificate with flight instructor, instrument, multi-engine, and instrument instructor ratings. Lyle Morris is also a commercial pilot with flight instructor and instrument ratings.

Pilots who stop at Dillon Flying Service will find a new look. They are presently remodeling to create a pilot lounge and classroom. Rental cars and engine pre-heat are available through Dillon Flying Service. When flying in the Dillon area why not stop in and see them.

UNCOMMON CITIZEN AWARD

Olive Ann Beech, Chairman of the Board of Beech Aircraft Corporation, received the highest honor for individual achievement given by the Wichita Area Chamber of Commerce, the Uncommon Citizen Award. This recognition was given for her efforts to promote aviation progress, cultural development, education, free enterprise and patriotism.

FAA ITINERARY FOR MONTHS OF JANUARY, FEBRUARY, MARCH, 1977

One or more inspectors will be at the following airports on the date specified for the purpose of written examinations, flight tests and aircraft inspections. APPOINTMENTS FOR THESE SERVICES MUST BE REQUESTED A WEEK IN ADVANCE TO ALLOW FOR SCHEDULING OF INSPECTORS.

WRITTEN TESTS: APPLICANTS FOR WRITTEN TESTS MUST MAKE AN APPOINTMENT AS INDICATED ABOVE. Examinations will begin at 8:00 a.m.; no applicants will be accepted after 9:00 a.m. Applicants must present written evidence of satisfactory completion of ground or home study course required by FAR Part 61 for the certificate or rating sought, signed by a flight or ground instructor or graduation certificate from an approved course.

FLIGHT TESTS: Properly certificated aircraft with aircraft log books and required documents must be presented for all aircraft used for flight tests.

BILLINGS GADO—Phone (406) 245-6719/70

City	Airport	Jan.	Feb.	Mar.
Glasgow	Municipal	4	1	8
Miles City	Municipal	18	15	22
HELENA GADO—Phone: (406) 449-5270				
City	Airport	Jan.	Feb.	Mar.
Bozeman	Gallatin Field		16	
G. Falls	Int'l.		2	
Havre	City-Co'ty.	5		16
Kalispell	Int'l.	19		23
	Johnson-			
Missoula	Bell	12	9	9

GENERAL AVIATION SAFETY CLINIC

PROGRAM: Instrument Procedures

1. When operating IFR, what rate of climb is required to clear obstructions when climbing to a higher MEA?

2. When referring to alternate airport requirements, how do you determine the lowest initial approach altitude?

3. What is the difference between a visual approach and a contact approach?

4. When at MDA, how high is the aircraft above all obstructions on a VOR approach?

5. How far can you be from the airport when executing a circle-to-land maneuver?

6. When do you begin your descent from MEA after receiving a "cleared-for-the-approach" clearance?

7. Is "straight-in approach" the same as "straight-in minimums"?

If you cannot answer the above questions easily, YOU SHOULD ATTEND ONE OF THE FOLLOWING INSTRUMENT PROCEDURES CLINICS: DATES AND LOCATIONS:

January 11—Helena—Vo-Tech Buildings

January 12—Great Falls—Air National Guard Mess Hall

January 13—Havre—R.E.A. Reception Room

January 18—Kalispell—Flathead County High School

January 19—Missoula—Vo-Tech Building C, Room C-7

January 21—Bozeman—Flight Line, Inc., Airport

January 25—Butte—Butte Aero, Airport

TIME: 7:30 p.m. to 9:45 p.m.

These clinics are open to all instrument pilots and those pilots interested in an instrument rating.

For further information, contact your local FAA Facility, or:

JACK W. VAN DE RIET

Accident Prevention Specialist

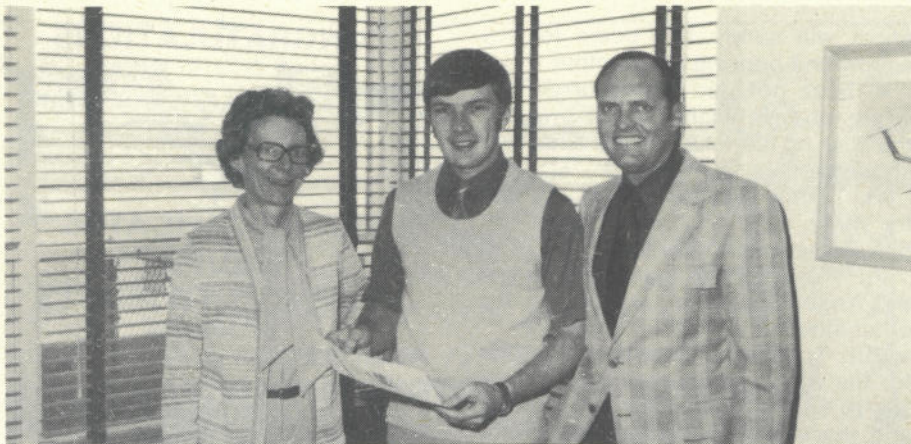
Room 3, FAA Building, Helena Airport

Helena, Montana 59601

(449-5270)

BONANZA FAN

According to a recent article in Business Aviation Weekly, Leonard Hay, a Rock Springs, Wyoming rancher recently purchased his 25th Bonanza, a Model A-36. He first purchased a Model 35 in 1947.



Mrs. Judith Carlson, Director, Department of Community Affairs, Ted Mathis, Yellowstone Airport Manager, and Richard O'Brien, Chairman, Montana Aeronautics Board. Mrs. Carlson, on behalf of Governor Thomas L. Judge, presented Ted with a Certificate of Commendation in recognition of his outstanding service in managing one of the busiest air carrier airports in the state during the four months of operation in the summer. There was a record of 20,312 airline passengers and over 4,700 aircraft operations in the four month period.

WHERE DO WE LOOK?

By: Ted Mathis

A call comes in for the search coordinator. It's the Helena Tower. An aircraft enroute to a Montana airport from another state is reported overdue. "How much overdue?" asks the coordinator. "We don't know, he didn't have a flight plan," responds the controller.

The long arduous search begins. Dozens of time consuming calls are made to determine the pilot's proposed route of flight. Hours are spent calling the airports along several possible routes of flight which transverse a three state area. Finally a clue. The pilot had radioed an FAA facility about midway in his flight. Another clue, the aircraft was transponder equipped and center reports tracking an aircraft in the area where the pilot reported. These two clues have just cut the search area in half. However, the area is still much too large and it's been 40 hours since the first report. The weather has gone bad so search aircraft remain on the ground. Ground parties continue the search but to no avail.

The wreckage of the aircraft was found two days later by a hunter. The pilot was dead.

No I'm not an authority on search and rescue, but I've seen this type of accident and worked on this type of wild goose chase search before. You don't have to be an authority to see some of the errors this pilot made.

No. 1. He didn't file a flight plan. His failure to do so put the search

procedure back about 30 hours. Flight plans are important. They're easy and they're toll free to registered Montana pilots. If you file a flight plan and you deviate from your flight plan route, radio the nearest flight service station and advise them of your amended route.

No. 2. The pilot reported only once on his entire trip when there were four flight service stations along his route of flight. Flight service personnel are there to serve you. As you proceed on your flight, talk to them even if it's just to ask for an altimeter setting or give a pilot report. This establishes your position and could cut down the search time required if you should end up in the trees.

TEN COMMANDMENTS FOR PILOTS

By: Dale Uppinghouse

Accident Prevention Specialist
Billings GADO

I. Beware the intersection take-off for verily; runway behind thee and altitude above thee are no more use than another hole in the head.

II. Tarry not on active runways for mad confusion may result causing thee to make like a chopping block.

III. Ignore not thy checklist; for many are the switches, valves, and handles waiting to take vengeance upon thee.

IV. Look to thy left and to thy right as ye journey through the sky or thy fellow

pilots will surely buy beers for thy widow and console her in other ways.

V. Buzz not, for this incurreth the wrath of thy neighbor and bringeth the fury of the FAA on thy head and shoulders.

VI. Takest the measure of thy fuel for verily; a tank full of air is an embarrassment at 10,000 feet.

VII. Push not through the scud lest the Angel Gabriel be waiting on the other side.

VIII. Trifle not with the thunderstorm for the wings and the tail feathers are like to be shorn from thy sky chariot, and thyself be cast about the firmament.

IX. Be wary of weather prophets for the truth is not always in them.

X. Check frequently thy airspeed on final lest the firmament rises up and smite thee.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS STUDENTS

Milton Phillip Gunn, Helena
(Glider only)

PRIVATE

Gene Alan Ypma, Three Forks
Dean Ellis Reddig, Frazer
Edward M. Kraft, Inverness
Steven William Ferrin, Helena
Mark Allen Miles, Helena
Robert Craig Johnson, Jr.,
Yellowstone National Park, Wyo.
(To be Continued in Next Issue)



CALENDAR

January 1, 1977—Pilot Registration due.

January 1, 1977—Aircraft Registration due.

February 1, 1977—Final day for aircraft registration.

February 12-22, 1977—Flying Farmers Mexico Tour.

March 11-12, 1977—Alberta Flying Farmer Convention, El Rancho Motor Motel, Lethbridge.

April 6-7, 1977—Aeronautics Division Airport Maintenance Seminar, Glasgow.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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